

**Island Interests Ignored**

The interests of our livestock producers and shippers in this Province are apparently of no concern whatever to our federal bureaucrats. They—as Mr. R. E. Mutch pointed out at the Trade Board council meeting—are responsible for agreeing, on Canada's behalf, to the embargo being placed against our beef cattle in Newfoundland. Where was Hon. J. G. Gardiner, Federal Minister of Agriculture, and his deputies when this was going through? They claim to have known nothing about it. But one cannot help thinking that it was Saskatchewan instead of this little Province which was affected. Mr. Gardiner's knowledge of, and interest in, the matter would be very considerably greater.

The report of the Canadian Trade Commissioner published in yesterday's Guardian will be a revelation to our producers, not so much for its contents as for its attitude. It is so obviously one-sided that it might well serve as a brief for the big packing interests who allegedly are behind the whole transaction. The views it expresses are quite contrary to those voiced on behalf of the people of Newfoundland by the St. John's Telegram, in an editorial which was quoted in these columns a few days ago.

The specific reasons set forth by the Trade Commissioner for agreeing to the restrictions should be answered in equally specific terms. This should not be difficult. One of the chief complaints, namely, the allegedly higher cost of beef sold on the hoof in Newfoundland, arises out of the absence of a price ceiling, for which the Newfoundland authorities, not our Island shippers, are responsible.

This century-old trade which the Island has enjoyed with Newfoundland has proved mutually profitable. It is one of the few advantages we were allowed to retain from our favorable maritime location, and to lose it now as a result of bureaucratic interference is simply intolerable. Premier Jones has been active from the start in protesting against this measure, and he can safely count on the support of everyone in the Province on any further efforts in this direction.

**"High Pressure" v. Scepticism**

At a meeting of the Royal Society of Arts at which the Rt. Hon. R. S. Hudson, M.P., British Minister of Agriculture and Fisheries presided, Miss Amelia DeFries, made this enlightening contribution to the discussion on a lecture by Sir John Russell on "Agriculture Today and Tomorrow" showing, in her way of thinking, "the snare" of high pressure salesmanship:

"I should like to thank Sir John Russell for drawing a distinction between the technician and the scientist. I feel that that has reference to a subject in which this Society is always interested, that is, Art and Industry. It is, as has been said, necessary to have a bridge between science (or art) and technology, and it is that bridge to which I wish to refer. Is it not largely built by advertising agents? Whether it is done badly or well I will not say, but I should like to tell you a little story about this, which brings in a person who has not been referred to much on the present occasion, namely, the agricultural, or the horticultural, labourer. Travellers used to come to my place in Essex, about forty miles from London, and one day a young man came to my back door and presented a card with his name on it after which were the letters "B.Sc." He convinced me that I ought to use a certain mixture which would kill all my pests; it was very costly but he sold me some of it and told me it was so poisonous that if I let it drop on to my hand I might be very ill. I called my foreman who was a typical Essex man, and asked him to experiment with it. I told him that he must be very careful with this mixture, because it would be very dangerous for him even to let it drop on to the palm of his hand. He took it away and I heard no more about it; after some days I asked him whether he kept it locked up in a cupboard, because I had ten people working for me, some of whom were children, and I was afraid they might get poisoned by it. He replied: "I don't pay any attention to what those travellers say. Just to see whether it was true I went home and washed my hands in the stuff, and you see I am not ill!"

**Our Senior Service**

Of timely interest and value is an illustrated booklet which has been written for distribution during Navy Week, Nov. 21-27, by Lt. Commander William Strange, R.C.N.V.R., and issued by the Navy League of Canada. In language suitable for school boys and girls, the booklet tells the story of Canada's wartime naval activities, and it is indeed one worth the telling. A leading article is devoted to convoys, and we are reminded that "one of the very first battles ever fought over a convoy took place between the Romans and the Carthaginians hundreds of years ago." Modern methods of convoy organization and operation are cited, note being taken, among other things, of the fact that the sailing of a convoy does not mean that the responsibility of the naval authorities ashore has ended. Every mile the convoy travels across the ocean must be carefully plotted on the map in the Operation Room ashore. Reports of U-boats received from other ships, or from aircraft steadfastly patrolling throughout

**Notes By The Way**

A New Englander of 90 has abandoned his annual birthday stunt of standing on his head. At that age it's no mean stunt for a fellow to stand on his feet. —Ottawa Citizen.

In the effective oratorical language of the Scot, Hon. Ian MacKenzie said, after turning the first sod for the new military hospital at Sunnybrook Park: "This will be a meeting place for mercy, a healing place for pain." —Toronto Globe and Mail.

Von Papan is reported to have been making mysterious flights from Ankara to Budapest to Vienna and back to Ankara. And in each case, we'll wager, he sends post-cards back to Berlin showing his hotel. The situation recalls a line made to execute the members of Standard. —Windsor Star.

In all these cute pictures of post-war houses, with the roof and the mortgage lifted to show the rooms, no inmates appear. Presumably grandma has taken the family for a breather in her sports helicopter. —Toronto Star.

He can't get very excited about a report that Mussolini's puppet Italian regime is fixing a death sentence for Count Ciano, accused of treason against his father-in-law. The situation recalls a line made to execute the members of Standard. —St. Catharines Standard.

It is something of a hopeful sign when the English people begin to cry "Bismarck!" It is an indication that conditions in England are improving. There was not one cheer of criticism back in the days of the Kaiser. When there seemed to be nothing between England and complete destruction except the defiant voice of Winston Churchill. —From the Daily Oklahoman.

In clinging to the style "King-Eberhard," though his empire is no more, Victoria's postmark merely adheres to the custom of his house. His official titles, mostly deriving from the old Kingdom of Sardinia, still claim a distant, but not a sovereign, erigency of France, Spain, Greece, Jerusalem and Hamburg, in addition to such grandiloquent generalities as the Midway and the Sea. Master of the Green and King of the Earth. The last three claims seem a bit steep, but the King-Eberhard is welcome to what remains of Hamburg. —From the Manchester Guardian.

Today, across the world, hundreds of types of electronic tubes serve man's command. They range in size from tiny globes to long slender tubes, 25 feet tall. Yet even now in laboratories throughout the world, research is wresting new secrets from the electron. Electronics is extending to undreamed-of limits the power of the human brain and senses. It is enabling mankind to see what eyes have never seen, hear what ears have never heard, accomplish what never before could be accomplished. —Owen Sound Sun-Times.

"Many a time of a Sunday morning I've seen old Churchill taking a walk in the park. Mr. Churchill walking along with his cane and hat, and shaking it, and intently saying something with a clear in his mouth, to Mrs. Churchill. I often wonder what she says to him, and whether, if I could eavesdrop I could hear the war—but I just drive past. It wouldn't be etiquette for me to do that. I listen." (A London taxi-driver. In the BBC overseas series "As I See It").

Oranges —\$4,000,000 of them — are on sale again in the States. Children under 16 getting the first opportunities to enjoy them, notes the Toronto Telegram. The Ministry of Food has set aside 400,000 pounds of the golden fruit to each of the 4,000,000 children under six years of age and one pound each to those aged six and over. The oranges are from South Africa and are lighter than the Florida produce. They are sold in the California one, running about the price of the pound. The controlled price is 15 cents a pound, or about five cents apiece. —Exchange.

South of the Rio Grande a new class is springing up, for Mexico has emancipated its women. The emancipation is described by Elizabeth Washburn in an article in the November issue of "The Woman Formerly Free." She notes that in Mexico. But now at the country is ceasing to be agrarian and is developing into an industrial nation. There is a level of society between the aristocrats and the lower class "and the aristocrats are losing their narrowness of outlook as they lose their money; they are becoming more socially conscious." Whether it is the American woman, or the influence of American tourists, Mexican women are becoming emancipated. Ambitious girls are going to offices and shops and being independent, a "precedent which will finally overcome tradition." "We," they say, "are only a few years behind the rest, that's all." —Exchange.

After exhaustive tests the Ministry of War Transport has completed arrangements for the mass production of a new design of steel lifeboats for our tankers. An initial order has been placed for 800 boats. They are 28 ft. long, have a beam of 9 ft. 6 in., and a depth of 3 ft. 9 in. The total weight fully equipped and manned is about 14 tons. The boat is propelled by Diesel engines or by the Fleming hand-gear. The boat has a sliding canopy of asbestos on the cockpit, providing protection from fire and water, and a number of spray-ers worked by hand pumps to throw a screen of water over the entire craft. There is seating capacity for 33 persons. When fully loaded, the boat has a speed of 5.5 knots, or 3.5 knots when only the hand-propelling gear is used. The boat has been subject to tests of intense fire and smoke for four minutes, during which it was encased in flames. The craft could have been propelled at least a quarter of a mile up wind, a distance which, it is believed,

**EDITORIAL NOTES**

The weekly ration of bacon and ham in Great Britain is 4 oz., as compared with the pre-war average domestic consumption of 5 1-2 oz.

There is nothing new under the Sun. One of the longest labor strikes on record began in 1495 in Colmar, Germany, when the bakers of that city walked out and stayed out for ten years.

We are in receipt of a program for peace and all postwar problems related thereto, with the note, however, that it is "no permanent solution of the world's troubles." This is quite a letdown, much less than we have a right to expect.

It is not an army we must train for war; it is a nation, declared Woodrow Wilson on his final tragic campaign of the U.S.A. trying to convince the leaders of that great Republic to enter the League of Nations. He learned by bitter experience that it is "too little and too late" to begin speeches to offset selfish Pacifism once war has been declared.

A reader writes: "Among the names mentioned throughout southern Queens as a candidate at the Progressive Conservative convention in Charlottetown on the 25th inst. is Mr. Shaw McMillan, ex-M.P.P. of Belfast. Mr. McMillan, who is a lumber miller, enjoys the goodwill of all and has contested several elections and represented the Fourth District of Queen's from 1923 to 1927 with the largest majority ever given a Conservative candidate in that district."

The British Ministry of Economic Warfare estimates that the Germans have extracted nearly 13 billion dollars from the occupied European countries. In addition, the Germans have taken exports from those countries to an estimated value of more than five billion dollars, "paid for" in the German blocked-mark system of not paying for imports, making a grand total of eighteen billions. Figures such as those give some idea of the extent to which the Nazis have looted Europe. That is the size of the bill which is to be presented when the day of reckoning comes. Is Germany to be allowed to wiggle out of this one so she can prepare another war in 20 years?

Sir Frederick Stanley Maude, British soldier, son of Sir Frederick Maude, V.C., born this date 1864; joined the Coldstream Guards, fought in the Sudan; became brigade major in 1897; severely wounded in South African War; appointed Military Secretary to Earl of Minto, Governor-General of Canada in 1901; posted to War Office in 1904, becoming assistant director of the Territorial Force; went to France, August 1914, severely wounded, and on recovery sent to Gallipoli, thence to Mesopotamia where he became by rapid steps commander-in-chief, organizing and executing a brilliant campaign leading up to the capture of Bagdad, with which his name will ever be associated; died suddenly of cholera there in 1917.

The story of a marine captain who said he knew, before he died of wounds, what it was to be crucified, is told in a letter found beside his body in the steaming No Man's Land of New Guinea. "I know now how Christ felt on the Cross," Capt. Herschel Horton, 29, scrawled on the pages of a small notebook in a letter to his parents on the tenth day of his ordeal after telling of a final attempt to stand. "A Jap shot me in the shoulder and neck as I weakly sat there," he wrote, "and I thought my time had come. But, no, I sit and lie here in this terrible place, wondering not why God has forsaken me, but why He is making me suffer this terrible end. I am not afraid to die. Although I have nearly lost my faith a couple of days here, I have a pistol but I could not kill myself. I still have faith in the Lord. I think He must be giving me the supreme test."

Criticizing the Godbout Government's proposal to enter into industrial management by buying out the Montreal Light, Heat and Power Co., Opposition Leader Maurice Duplessis put it this way: "The operation of the liquor trade is the only experience which the Quebec Government has had in exercising a state monopoly and its record in this business certainly is a poor guarantee of what to expect if it should enter the electricity field. The Godbout administration not only has doubled the price of liquor but has cut in half the alcoholic content of the products sold by the liquor commission. The merchandise sold by the commission is adulterated in a proportion of 70 per cent water to 30 per cent alcohol. The law is violated and the elements of honest trade are scorned. Everybody will admit that this is a very poor guarantee of success or of sane and fair administration in other lines of commerce. Furthermore," Mr. Duplessis continued, "in this liquor trade the Godbout government forces the consumer to pay a direct relief tax on every bottle bought, when everybody knows that there is no more direct relief paid to the people by the provincial government. It is merely getting taxes on an adulterated product, obtaining money under false pretences," the speaker charged.

**PUBLIC FORUM**

What column is open for the discussion by correspondents of the Charlottetown Guardian does not necessarily endorse the opinions expressed.

**WHAT IS A FREE PORT?**

Sir—On two occasions recently, you have stated in your "Editorial Notes" that I have advocated vigorously the establishment of a Free Port in Prince Edward Island. It is true that I have discussed the question two or three times with yourself and with a few others, but I have never written to the Press upon the subject. You have evidently, however, awakened quite a lively interest in the project, for during the last day or so several people have asked me the question, "What is a Free Port?"

A Free Port is a harbour in a country in which a high customs tariff is in force, which harbour is provided with docking facilities for ocean going vessels, and into which imports from foreign countries are admitted free from customs, excise and other duties, and from which exports are permitted with equal freedom.

As most harbours are situated in front of existing cities or towns, the free area is usually placed at the back of the city, the goods being carried from the ships in bond. The land of the free area is surrounded by a high solid fence, and strict regulations are enforced to prevent smuggling.

A Free Port may be employed for two purposes:

1.—As an International Centre. Goods from any part of the world are imported in large lots, frequently in shiploads, and are then handled, re-packed and sold in small or large lots, either in the home country or to other countries in which an export trade may be established.

2.—As a Manufacturing City or Town, in which large manufacturers buy land, erect buildings and import their raw materials, free from customs, excise, and other duties. Their finished products are then sold to customers at home or abroad.

All cases buyers of goods shipped from a Free Port have to pay whatever customs duties may be levied by their own countries, but, in buying, they give a preference to traders and makers in Free Zones, because the latter are in a position to quote the lowest prices.

The above is simply an outline of the idea of the Free Ports of the world have been established. There are, of course, many ramifications, some of the more important of which I shall discuss in a separate letter.

I am, Sir, etc.

H. K. S. HEMMING.

**Soviet Archbishop Also Surgeon**

By S. Karamura

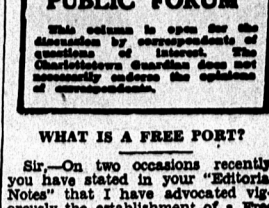
Luke, Archbishop of Krasnovarsk, was one of the archbishops of the Russian Orthodox Church who recently welcomed the visiting British clergy in Moscow. His history is most interesting.

Christened Valentin, Archbishop Luke served in the Russo-Japanese war in 1904, gaining considerable experience as a surgeon. After the war he worked for him as a country doctor. In 1905 he received the degree of Doctor from the University for his thesis on the subject "Regional Anaesthesia."

During the first World War, Voyno-Yasensky served in the Russian army as a surgeon. He was wounded in the Russo-Japanese war in 1904, gaining considerable experience as a surgeon. After the war he worked for him as a country doctor. In 1905 he received the degree of Doctor from the University for his thesis on the subject "Regional Anaesthesia."

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**THE FACTS ABOUT Canned Salmon**



This year, Canned Salmon will again be available in Canada. It would be unwise, however to raise hopes which cannot be satisfied. Every Canadian housewife should know the facts.

**HOW MUCH Canned Salmon will be available from the 1943 pack.**

200,000 cases, or 10 million pounds . . . approximately ONE POUND PER PERSON in Canada.

**WHY is the supply limited?**

Because the British Ministry of Food still requires immense quantities of food to help feed the armed forces and the civilian population of Britain. Also to provide a can of salmon in every parcel sent by the Red Cross to Canadian prisoners-of-war.

**WHEN will canned Salmon be available?**

We expect to be able to release "Clover Leaf" Salmon for Canada later this year. Watch for public announcement of the exact date.

Until final victory is won, Canadians will fight with everything they have, including their favorite sea food.

BRITISH COLUMBIA PACKERS LTD. - VANCOUVER



**NOTICE TO CAR AND TRUCK OWNER**

BY-LAW TO ENFORCE THE PAYMENT OF PERSONAL PROPERTY TAX UPON MOTOR VEHICLES

BE IT ENACTED by the City Council of the City of Charlottetown as follows:—

1. The Police Constables of the City shall impound any motor vehicle in the city of Charlottetown in respect whereof any personal property tax is at the time of such impounding in arrears in whole or in part, and keep and retain such vehicle in a place generally designated therefor by the City Clerk, against all persons claiming interest therein until such tax, together with all costs occurring in or incidental to such impounding, including a pound fee not exceeding 50c per day or part thereof, be paid, or until such vehicle be taken in execution for recovery of taxes on the application of the City Collector.

2. Should there be any arrears of any tax imposed in respect of any motor vehicle inclusively with other personal property, then such arrears shall for the purpose of this BY-LAW be taken to apply to such motor vehicle to the extent that such vehicle would ordinarily be assessed alone.

3. The said Constables may, instead of impounding any motor vehicle under authority hereof, remove and impound the current registry number plates thereof, and likewise retain such until payment or execution as aforesaid.

4. For the purposes of this BY-LAW, any motor vehicle acquired by the taxpayer in replacement of or substitution for a motor vehicle upon the tax in arrears has been assessed, and so acquired in the year of such assessment, shall if not itself taxed by supplementary assessment, be deemed to be the motor vehicle in respect of which such tax had been assessed and subject to impounding as aforesaid.

PASSED BY THE CITY COUNCIL, MAY 14th, 1940.

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Every person who is troubled with gas in the stomach and bowels should get a bottle of Dr. Evans' Stomach Mixture and see how quickly it will relieve all distressing symptoms. A recommended remedy for Indigestion, Dyspepsia, Sour Stomach, Heartburn and all stomach troubles.

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 A combination especially valuable in the treatment of those diseases where their origin is traceable to a impoverished condition of the blood. Price 60c per box.

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 If taken at the start of cough or cold it will often check any spread of the infection. Price 50 cents per bottle.

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